

Nord Stern Region PCA

OCTOBER 2024



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PORSCHE

O C T O B E R 2 0 2 4

Dedicated to the belief that . . . getting there is half the fun.

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Cover photo by Theo Martianos

A fun photo 'hitching a ride' at the recent Pizza/Apple Picking event at The Arbor at Young Acres in Prescott, WI. Great event, great fun

Nord Stern is the official monthly publication of the Nord Stern Region, PCA Inc. Articles herein are those of the author's and do not necessarily represent the official position of PCA, the Nord Stern Region, or their members.

The editor reserves the right to edit all material. Articles and classifieds for publication in Nord Stern must be submitted by the 15th of each month prior to publication.

Permission is given to chartered regions of PCA to reprint articles in their newsletters only if credit is given to the author and Nord Stern. Please contact editor for that permission.

Nord Stern membership is \$30 per calendar year. Nord Stern subscription for non-PCA members is \$40 per calendar year. Life members \$20 donation appreciated to defray costs.

Want Ad insertions are free for Nord Stern members, \$10 for non-members and should be sent to the editor. Contact the advertising manager for further retail advertising information.






































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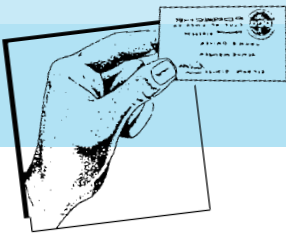
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Please contact staff for any event coverage you may need;
e-mail address: editor@nordstern.org
Online issues, past/present are available in pdf format at our website: <http://www.nordstern.org>

2024 Nord Stern Officers and Committee Chairs

President Tom Karn		president@nordstern.org	Driver Training Ben Rogers, Scott Brown Matt Smith, Tylar Twite	 	dt@nordstern.org
Vice-President Steve Albers		vicepresident@nordstern.org	Drives (@nordstern.org) Jason Barney, Chuck Barr Rich Rolf, Nick Severson	  	
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Board of Directors Jeff Eckroth Steve Kemp John Velure	  	board@nordstern.org	Safety Nathan Reader Paul Thai		safety@nordstern.org
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Club Race John Velure		clubrace@nordstern.org	Social Media Misty Martianos Judi Sievers	 	socialmedia@nordstern.org
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Zone 10 Rep: Stephen Kemp zone10rep@pca.org			Webmaster Dave Anderson Christie Boeder	 	webmaster@nordstern.org

Addresses available upon request for chairperson/s or Board members, email: editor@nordstern.org. Please note the copyright symbol in the email addresses MUST be replaced with the '@' symbol to function



WELCOME . . . *New (and Returning!) Nord Stern Members*

We hope to see you at upcoming events!

Jay Hilden
Minneapolis, MN
2024 911 Carrera T

Linette Meyer
Breckenridge, MN
1999 Boxster

So, Just What Do We Do In Nord Stern??! *A brief synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!!*

AUTOCROSS: A low-speed driving event teaches a person how to maneuver one's car through a course marked by pylons on a closed circuit. Instruction is often available, and drivers compete against the clock. No modifications to one's car are necessary. Helmet required.

CLUBTALK: This is an email-based list server for member subscribers focusing on car issues and discussions and a place to ask questions, get recommendations and comments. Also last minute breaking news on upcoming events and activities. Join Clubtalk at this link.

CAR SHOWS/CONCOURS: Members enjoy gathering and looking over a wide range of Porsche models, most nicely detailed to show them at their best. A generally informal and social setting.

- **All Porsche Show:** Nord Stern annually hosts the All Porsche Show in late June. One of the biggest events of the year, often with 150+ cars in attendance. A non-judged, "shine and show" event that attracts members and their families, along with prospective members.
- **Concours:** A setting where Porsches are displayed for general viewing and/or inspection, with competition in many distinct model categories. Experienced judges evaluate the various models based on cleanliness, overall condition, and authenticity.

DRIVES: An organized drive over a planned scenic route, usually to a meeting spot that offers food, beverages, and space to socialize. Venues rotate among popular destinations that offer good amenities for Porsche enthusiasts.

DRIVER TRAINING (DT): A driver training course designed to teach and enhance high-speed driving skills and techniques on an actual race course. Training includes classroom sessions, on-track exercises, and supervised lapping sessions. Completion of "DT" is a Pre-Requisite for "DE" participation and is NOT to be confused with Driver Education events. Driver Training includes both Novice and Intermediate level options. A current Snell-rated helmet is required at a minimum.

DRIVER EDUCATION (DE): A high-speed driving event on a closed-course racetrack (Brainerd and Road America for example) where drivers are grouped according to prior experience and car capabilities. Lapping sessions allows our members to enjoy the full performance capabilities of their cars in a relatively safe, controlled environment. Instructors are generally available for novices. Prior Driver Training participation is required. A current Snell-rated helmet is required at a minimum.

PARADE LAPS: Typically held during lunch sessions at DT/DE/Club Racing events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved restraints and with a signed parental release.

PCA CLUB RACING: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required. This national program is administrated and overseen by a volunteer, trained national staff. The PCA website has a full schedule of races and information. Prior race experience required and/or specific amount of Driver Education participation. Talk to our Chief Driving Instructor for further information.

RALLY: An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally. Social: Organized gatherings of club members, affiliates and family member to meet, eat, and socialize. Many different venues and activities are selected every year to bring members together.

TECH SESSIONS: Casual educational session spanning a wide range of topics from general maintenance, through Concours prep, performance enhancements, and general car/mechanical knowledge!

VOLUNTEERING: The club runs on volunteers! A great way to meet fellow members and get the most out of your membership. We exist because of members volunteering their time and talents to plan and execute our many events. With no paid staff, we depend entirely on volunteers to run our club and keep a calendar of interesting, well-planned activities. Whether its track events, social activities, tech, touring, tech sessions, car shows, or others, we have a place for you and many an opportunity to get involved.

Hello Nord Stern!

As the change of seasons. It is one reason living in Minnesota is wonderful. But the upcoming changes forebode the end of many things that we all enjoy. Every year I try harder and harder to just enjoy the magnificent moments that fall brings and forget that the cars need to be put away soon. This year feels a bit easier in that regard. My involvement in Nord Stern is a big reason! We still have one of our signature driving events left—the Fall Colors Tour. So that definitely helps. Eileen and I are really looking forward to that! Probably more so, I know that regardless of the weather or the car I'm driving, I will continue to meet up with so many great friends I've made through this club and reminisce about the good times 2024 brought us. Plus, we'll be planning more excitement for 2025! So, even though the days are quickly getting shorter, frost will be showing up soon, and driving season will be ending, the fun will continue!



Although there were fewer events in September, things definitely did not “slow down”. Final Fling at Brainerd International Raceway was a huge success with nine more drivers completing Driver Training and signed off to solo. Hats off to **John Blackburn** for organizing, planning and running another perfect season of HPDE for Nord Stern. And kudos to Ben Rogers for doing the same with the DT program. Ben, along

with his co-chairs **Scott Brown, Tylar Twite, and Matt Smith** spent countless hours developing the training plan, recruiting instructors, setting up skills sessions, organizing the weekend and more! The following instructors offered up their time, skill and sage advice to another crop of track drivers at Final Fling: **Keith Anderson, Karl Andreasen, Jim Arhart, Bret Bailey, Rick Moe, Rick Polk, Nathan Reader, Chip Smith, Michael Steinberg, Bob Viau Jr, and Hal Voges**. Thank you! Through the dedicated efforts of these selfless individuals, we continue to develop safe drivers that keep our track program strong and allow the rest of us to enjoy our passion year after year. Many other individuals also spent significant time making Final Fling happen—**Karen Carson** at Black Flag, **Jeff Carlson** always making sure we have the insurance coverage we need, **Steve Albers** and **Tom Fewer** ensuring Happy Hour success, **Nathan Reader** and **Paul Thai** as our Safety Chairs, and **Carolyn “Speedy” Veno** who is always around to help our members. Our Registrars deserve special recognition—**Dave Anderson, Andy Barker, Vic Lee, and Maddie Lee**. They work non-stop in the background for almost every event we have, plus they need to be present at most of the events. It is a huge amount of work to set-up the registration, monitor registration, assign run groups, collect money, get waivers signed, etc., etc. Please make it a point to thank those that work so hard to make our events happen.

Continued on page 24

Advertiser Directory 2024

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2024 Advertising Rates

Ad frequency x12

Full pg.	\$120, per month
1/2 pg.	\$85, per month
1/4 pg.	\$65, per month
1/8 pg.	\$55, per month
Inside Covers	\$130, per month (N/A)
Back cover	\$130, per month (N/A)
Business Card	\$55, per month

Ad sizes (maximum dimensions):

Full page:	7.5" wide by 10.5" high
1/2 page:	7.5" wide by 5.25" high
1/4 page:	7.5" wide by 2.625" high; 4" wide by 5" high
1/8 page:	7.5" wide by 1.3" high; 4" wide by 2.5" high
Back Cover:	8.5" by 7"

* All ads full color. Preferred formats include: hi-res pdf, High-res jpg, tif, Publisher, Word, most files can be accommodated

* 12 month pre-payment required for ad insertion, billed yearly

And here we go again, another month has rolled by and inspirational words fail me. Other than I trust the club membership enjoyed many a wonderful day this past summer (not that it's over yet as there have been some 80 plus degree days still here in September as I finish this issue) out and about in their Porsche/s or other appropriately fun motorized conveyance. Spoken by someone who at the moment is Porsche-less. Which is practically a verboten state of affairs. But we do have a few wonderful Audi's in the garage that give us great driving pleasure with handling, speed, and comfort that help take the sting out of that weird state of being 'Porsche-less' at the moment. This after having a string of '64 911, '80 911 SC, '93 964, '73' 911. Hmmmm, I see a bit of a pattern with those early years of our Porsche pantheon. Can you tell what model appeals to this household! But it's great that there are choices, and it's also appropriate that there many to appeal to the broad range of tastes and interests to be found.

I don't often hear from readers and I have to apologize for not including this correction in an earlier newsletter since it did come to me in a much more timely manner than I am exhibiting. Suffice it to say it just has been an unusually busy set of summer months for your editor. I add it now here along with the photo that needed the correction, thanks Vic.

Original Caption:

New to the track driver Jeff, Jeff's 1980 911 SC, and

instructor Bruce Boeder enjoy the advantage of renting a stall in one of the garages.



Corrected info for Caption:

I'm guessing this has already been pointed out but here goes anyway: the '80 SC driver in the photo is **Tim Stone**. Tim and I rebuilt our SC engines over the '22-'23 winter season. I was really happy to see he had Bruce as his instructor. A little sad I couldn't make the event but we didn't come home from Arizona until May. *(editor's note, Vic and daughter, Maddie have been showing up on track A LOT and I am old enough to remember Maddie as a youngster tagging along behind her parents)*

- Vic Lee

HOW TO JOIN PCA AND THEN NORD STERN REGION PCA

1. First, JOIN Porsche Club of America (PCA). Please visit www.pca.org for membership instructions.

2. Second, join Nord Stern

- Visit www.nordstern.org and remit dues via Paypal hotlink on the Membership page.
- Or, send check, payable to Nord Stern, directly to the treasurer via the snail mail address below.
- Your membership information with PCA is available for our club's records.

3. To RENEW an existing Nord Stern membership

- Visit www.nordstern.org to pay via PayPal (<https://website.nordstern.org/membership/#JoinTheClub>).

- Or, send your check, payable to Nord Stern, to Scott via snail mail address - available upon request

Address Changes:

Please send any address changes or updates via email to membership@nordstern.org

Mail renewal checks to:

Scott Brown - call for address

Reminder: Annual Dues are:

\$30 per year (helps defray monthly newsletter costs!)

Nord Stern membership Options:

\$30 per year, or

\$80 for three years

- * Check your mailing label for your expiration date

OCTOBER

- 1 Nord Stern Business Meeting ***
Location: Spasso's in Minnetonka (101 & Mtka Blvd
RSVP to president@nordstern.org
All are welcome
- 4-6 Nord Stern's Annual Fall Color Tour**
HQ: PierB in Duluth
Friday evening welcome party
Saturday drive with lunch destination
Saturday night dinner details - clubregistration.net
SAVE THE DATE
- 12 Nord Stern Checkered Flag Party**
Location: Buck Hill Party Room
Time: Noon - 4 p.m.
Details/Cost TBA

NOVEMBER

- 4 Nord Stern Business Meeting ***
Location: The Exchange, 500 5th Ave NW,
New Brighton, RSVP to president@nordstern.org
All are welcome

DECEMBER

- 2 Nord Stern Business Meeting ***
Location: Spasso's in Minnetonka (101 &
Mtka Blvd RSVP to president@nordstern.org
- all are welcomeA

2025 Events - Save the dates!

JANUARY

- 11 Nord Stern 2025 Green Flag Party**
Location/Time/Cost: To Be Announced
Save the Date

2024

** Business Meetings are open to all Nord Stern members and we welcome all to join in and enjoy some refreshments and hear what's on tap, note that this year 2024 they are held the **FIRST TUESDAY** of the Month, September - May contact the president for locations, if not noted.*

LOCAL CAR EVENTS, OF INTEREST
These events are **NOT** organized, **NOR** sponsored by Nord Stern or PCA, but club members are cordially invited

• **MN CARS AND COFFEE** •

First Saturday of the month, May - October

• **CAFFEINE and OCTANE**

2nd Saturday of the month Medina Autoplex, April - October

• **CARS AND CAVES** •

Last Saturday at the Chanhassen Autoplex, 8 a.m. - Noon

2024

***Please note: Nord Stern-sponsored events are officially designed 'Nord Stern' and/or PCA (Porsche Club of America) activities. Non-Nord Stern events of potential interest to our membership may be added, upon request, and dependent on space availability, to this calendar as a courtesy to the organizer, or an organizing entity, and strictly at the discretion of the editor or Nord Stern president.*

*Any event dates that conflict with a Nord Stern-sponsored event will **NOT** be published in any official Nord Stern communications.*

2025





Get Your Member Badge!

- Show your Nord Stern pride: Magnetic and Lanyard styles available
- Members, Affiliates, Juniors, Significant Others, order your badge(s) on the Store tab on the club website: Badges feature our Nord Stern logo, your first and last name, and a "personalization line"
- Wear your badge with pride at our events!



2024 Fall Color Tour

October 4, 5, 6
HQ: Pier B Resort
Duluth, MN

- Friday Reception @ Kitchi Gammi Club
- Saturday Drive • Lunch
- Saturday Paddock Pizza Party

clubregistration.net



SATURDAY, OCTOBER 12
NOON TO 4 PM

CHECKERED FLAG PARTY

@ BUCK HILL!
live music • lawn games • food • beverages
clubregistration.net

Attendees:

Jeff Eckroth, Michelle Weber-Eckroth, Tom Karn, Dave Anderson, Judy Sievers, Mike Steinberg, Jeff Carlson, Todd Bjerkness, John Velure, Steve Albers, Carolyn Veno, Andy Barker, Andy Golfis, Karen Carson, Jason Barney, Chuck Barr, Jim Southwell, Rich Rolfs, Scott Quick, Guy & Jeanine Perera

Call to Order:

- Meeting called to order by President Tom Karn at 6:30 p.m.

NEW BUSINESS:

President, Tom Karn:

- Great year so far, 28 events with several more to come before year-end
- Kris Skellenger discussion of getting a trip together
- Osceola Wheels & Wings
- Green Flag speaker
- Vice President, Steve Albers
- Thank you all for a great Loonacy/Club Race weekend

Treasurer, Scott Brown:

- No report
- Of note – thank you Scott Brown for providing clear financial information which allows us the club to make good decisions

Secretary, Tom Sabow

- No separate report

Board of Directors, Steve Kemp, John Velure, Jeff Eckroth

- No report

All Porche Show, Phil Saari, Jim Southwell

- Great success and was well attended

Advertising

- Club needs to approve 2025 advertising rates
- Dent Kraft is a returning advertiser

Autocross, Andy Golfis

- Looking at new technology for enhanced communication
- DCTC track is getting repaved

Charity/Community Relations

- \$14,000 raised for St. Jude
- Please keep St. Jude present and obvious at all club events

Club Race Loonacy John Velure

- Thank you ALL for your hard work! Special mention: **Jim Southwell, Scott Quick, Michelle Weber-Eckroth**
- Discussion of converting DE drivers to club racers

Dealerships, Roger Johnson

- Nord Stern is now part of the Porsche dealership marketing plans

Driver Education, John Blackburn

- Track is rented for 9/14-15 for DE and DT
- The numbers for Last Fling
- Students (DT): 9
- Drivers (DE): 69
- Insurance secured
- Always looking to have the BIR condos rented out for these weekends
- Will continue as DE chair

Drivers Training, Ben Rogers

- No report

Historic Archivist, Roger Johnson

- No report

Insurance, Jeff Carlson

- Insurance is secured for Sept. Fall Fling

Membership, Steve Albers, Michael Steinberg, Carolyn Veno

- Active paid members: 540
- Total: 630
- New members YTD: 59

News Magazine, Christie Boeder

- Thank you to all for your magazine contributions
- An online option is being discussed



Scan QR Code to
see the Spring
2024 Winners



Win a Porsche with PCA's member-only raffles!

Twice a year, many PCA members get a surprise announcement!

Discover an incredible benefit of PCA membership: the opportunity to take part in PCA's semiannual raffle. Members can buy entries for a chance to win a brand-new Porsche. The fall raffle is on the horizon, with the anticipation of multiple winners.

Stay tuned to pca.org for raffle dates and details!



PORSCHE CLUB OF AMERICA

2024 Drive to Henderson . . . Not just for P-cars!

photos by Judi Sievers



The drive to Henderson had to be rescheduled due to truly inclement weather earlier this summer, and while not a blue bird day, a number of Nord Sterners enjoyed the trip to this annual gathering in Henderson, MN. Definitely some and fun and interesting autos were on hand (including a nice lineup of P-cars!). Thanks to Judi for a nice array of images that show off 'the show'.





2024 Drive to Henderson . . . Not just for P-cars!

photos by Judi Sievers



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need 'extra hands'! Connect
with your community of fellow
Porsche owners.
www.nordstern.org

VOLUNTEER@NORDSTERN.ORG



Raise Your Hand and BE a Nord Stern Volunteer

- Nord Stern is a club, an organization made up of members who share a passion, an interest, a desire to delve ever deeper, in our case, into the Big Wide World of Porsche!
- In '23, 32 members signed up to volunteer at Loonacy Weekend, and filled 65 volunteer slots using our Volunteer signup page: <https://website.nordstern.org/membership/volunteer/>. All had a chance to contribute, meet other fellow members, and share their Porsche stories. How about you?
- Take a look and see where **YOU** can take a small leap and be a part of the big picture in Nord Stern!
- **Remember - The club needs those helping hands all year round.**



Slowpokes Inc.

Open Track Events - No Run Groups

Brainerd International Raceway

- **Competition Course: 2.5 Miles 13 turns**
- **Track Open from 9 a.m. to 6 p.m.**

\$400 per event or \$1,300 all 4 events*

2024 Dates

- **May 10th (Friday)**
- **July 3rd (Wednesday)**
- **September 3th (Tuesday, day after Labor Day)**
- **October 7th (Monday)**

Format:

- **No run groups**
- **Passengers allowed**
- **Lunch from 1 to 2 p.m. – Parade laps on Track**

Requirements:

- **Prior High Speed Track Driving Experience**
- **Vehicle Tech Inspection**
- **Contact us for details or questions**

Contact us: info@slowpokes.org

**If your happiness requires more track time visit
www.slowpokes.org to sign up**

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Nord Stern Out and About: Porsche Minneapolis Cars and Coffee

While this wasn't an actual Nord Stern event, it was a Porsche event and that's what counts! Porsche Minneapolis did a 'reveal' of the unbelievably gorgeous 356 restoration undertaken as a part of the Porsche Classic Restoration Challenge which invites U.S. Porsche dealerships to prove their classic skills by returning a favorite model from the 1950s to the 2000s to its former glory. Well done. And the open house was obviously great fun. (And the Signal Orange 911T to the right is owned by Nord Stern member Chris Docken)





Photo below and right, Carolyn Veno admiring the 'noses'

Above right, a lot of very bright smiling car guys! Stan Lim, Michael Bowman, Tom Sabow, Beastie Boy, and Bill Berard-



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Road America DE 2024

photo by John Blackburn

What a great photo of the 'scene' inside the garages at the iconic Road America track in Elkhart Lake, WI. Nord Stern has organized and run a couple of DE days for a number of years now and it draws an enthusiastic crowd of drivers from near and far. Didn't get very many photos from this year's event, but the word on the street was that it was again a great event, despite it being hot (duh, it is summer after all). Although I don't think it could beat one that was memorable held in 1995, when the paddock registered 107°. Yes, you read that right, it was wet t-shirt time for all.

It's an American dream. The fact that fabled designer Ralph Lauren hails from that northern borough of Gotham, the Bronx. Especially when you see how far Ralph Lifshitz, his original name, has come.

I happen to know the Bronx. Or, I used to. My parents both grew up there. When I was growing up, we spent many weekends visiting both sets of grandparents. All four were immigrants from Eastern Europe, just like Ralph's parents. I remember my grandmother taking me to the local butcher, and how fascinated I was that there was an inch-deep layer of sawdust on the floor, just like in the old country.

Of course, this scene is long gone. My parents moved away, just like Ralph, to find fame and fortune elsewhere. But Ralph did it better than just about anybody you can name. Not only did he become a famous fashion designer, his genius, what set him apart, was his ability to create a vaguely Brit-Euro-Classic world, totally removed from the Bronx, a world of impeccable taste that probably never existed. But which, for a princely sum, any aspiring esthete could sample.

The fashion and the retail empire go without saying. But then there's the homes -- the apartment in Manhattan, the houses, in Montauk and Bedford, New York, the place in Jamaica and the ranch in Montrose, CO.

I once passed the ranch. How did I know? Driving along, heading from Telluride to Montrose, I marveled at a wood and groove fence, a perfect fence, that went on and on and on and on . . . until it paused at the ranch entrance, where the Double RL logo was carved into a wooden entrance trellis, only to pick up again, on the other side, for . . . who knows how long.

It's said that Ralph spreads his well-documented collection of automotive hyperventilation around his properties. Which seems only suitable. I'd do the same. What I didn't know is that his latest venture is a line of home furniture. And not just throw rugs that match his lines of men's and women's clothing. Oh no, this furniture gets its inspiration from his actual cars.

It's all documented in an issue of Architectural Digest that arrived in my e-in-box, recently. Here's the headline; "Passion for Cars Inspires Sleek New Furniture." The subhead reads, "The Modern Driver collection by Ralph Lauren Home foregrounds materials, motifs, and

construction methods rooted in automotive excellence.

And there's Ralph, in all black, shades too, next to his Lamborghini Reventon. His silver hair matches the car color.

Oh my. To quote the article, ". . . an update to the Beckford table lamp features wire mesh reminiscent of the grille on Mr. Lauren's own 1929 Blower Bentley." Then there's a photo of the Astor salad plate, which is imprinted with what looks like the speedometer from Ralph's XK120 Jaguar.

Yes, when it comes to the phrase "no accounting for taste," Ralph's in the hall of fame, his own personal hall of fame. And he's giving you yet another way to buy in to his vision.

Not that Porsche hasn't tried to keep up. You thought you were cool because you had a pair of Puma Porsche Design running shoes. A PD chronograph. The folding sunglasses.

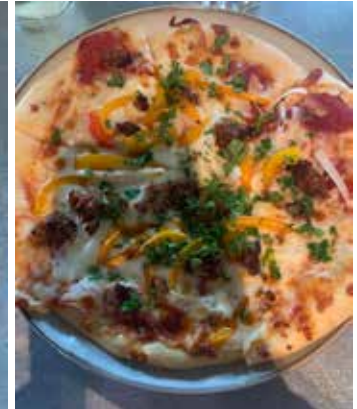
No, no, Porsche now seems to be seeing Ralph, and raising him with an all-in bet. Just a few days after the Architectural Digest arrived, I received a missive from Porsche, introducing "The Porsche 911 Turbo 50 Years." And, under that headline were three subheads, reading "Exclusive 50th anniversary model of the 911 Turbo" and "Limited to 1,974 units" and "Design evokes historic 911 Turbo models."

Why do I feel like I've seen this picture before? Maybe because I have. The release notes that the model is based on a loaded 911 Turbo S, with the same hyper-motive engine, the same active suspension, the same LED matrix headlights, the same PCCB brakes, and so forth. What's different? "Turbonite" accents in the interior, a Turbo 50 logo here and there and, if you opt for the "Heritage Design" package, more throw-back logos and colors, inside and out.

Is it my imagination or hasn't Porsche been issuing limited edition "collector" versions of the 911 since, at least, the Weissach edition of the 911 SC in 1980?

But wait, there's more. A watch. No, not just a watch, an "Exclusive Chronograph for a timeless sports car," a "special timepiece as an homage to the anniversary model." Also limited to 1,940 units. "The limited-edition number engraved on the titanium housing corresponds to the limited-edition number of the vehicle," says the release. Of course.

Ok, let's regroup. Ralph's table lamp reminiscent of a Blower Bentley, or Porsche's 911 Turbo S with added frou-frou. What would you aspire to? Or not?



Thanks go out to Michelle Weber-Eckroth for organizing another fun social outing with homemade pizza, family fun and apple picking at The Arbor at Young Acres in Prescott, WI.

photo left: Registration table, photo below Todd Smith gives the photographer a big smile of approval



Twin Cities and Area Events - Autocross Calendar 2024

DATE	EVENT	SPONSOR	LOCATION
Oct 1st	MOWOG #9	MAC	DCTC REPAVING
Oct 6th			DCTC REPAVING
Oct 15th			Canterbury Park
Oct 22nd			DCTC REPAVING

Business Meeting . . .

continued from page 10

Fall Color Tour, Jeff Eckroth, Michelle Weber-Eckroth

- 41 cars registered, waitlist
- 72 head count

Registrar, Dave Anderson and Andy Barker

- No Report

Safety Chair; Nathan Reader, Paul Thai

- No report

Shop & Tech Relations, Roger Johnson, Stan Lim

- Plans for a Dent Kraft event this fall

Social, Michelle Weber-Eckroth

- Chair position is open for 2025
- Apple picking, Checkered Flag party & Green Flag still upcoming
- Possible curling event on Nov. 2nd (organized by Guy & Jeanine)

Social Media, Misty Martianos and Judi Sievers

- Social media is going well

Touring, Rallies, Drives, Jason Barney, Chuck Barr, Rich Rolf, Nick Severson

- Lots of fun, eventful drives this season
- Still considering the use of "Ride with GPS"

Track Relations, John Velure, Tom Karn

- No report

Volunteers, Jim Southwell

- No report

Webmaster, Dave Anderson and Christie Boeder

- Membership pay wall now on website
- Working on a new website

Next Meeting: October 1st at Spasso in Minnetonka
Adjourned @ 8 p.m.
Respectfully submitted
Tom Sabow, Secretary

Prez Sez . . .

continued from page 6

On the Social scene, all had a great time again with Apple Picking and Pizza at The Arbor at Young Acres in Prescott, WI.

Next up is the Grand Finale—the Checkered Flag Party at Buck Hill on October 12th!

The huge turnout last year made this a fun opportunity to celebrate a phenomenal year and share more laughs. Please register now and join us to show all our leaders and volunteers how much we appreciate them!

Michelle Weber-Eckroth has worked diligently to create these memorable events. We all owe her much gratitude. Thank you Michelle! She will be stepping down as the Social Chair after two very productive years. So, this creates an opportunity for those that like to plan parties or events! If you're interested in taking on even just one event, that would be so helpful. Please contact me or Michelle at social@nordstern.org. It

could be an event we've done in the past, or it could be a new idea you have. Whichever it is, you will find plenty of support to make it happen.

If planning a social event doesn't interest you, but you want to get more involved, email me or Jim Southwell, our Volunteer Coordinator, at volunteer@nordstern.org and we can help you decide where you can fit in. I guarantee you that by volunteering you will get the most out of all that Nord Stern has to offer! Most importantly, you will meet more wonderful people.

We may not be done with events after the Checkered Flag Party. Watch for emails and keep your eyes on NordStern.org and Facebook. There are a few pop-up events we are hoping will come to fruition this fall.

Change is coming and with that comes opportunity! We are fortunate to have a vibrant club and community. As we wind down this season of Nord Stern, it is exciting to look forward to the next.

Your Prez',
Tom Karn, president@nordstern.org



Last Saturday night, in my JDC role, I attended the St. Jude Moments of Courage Gala. Porsche Minneapolis / Porsche St. Paul received national recognition and Nord Stern was referenced a number of times by several speakers. I was incredibly proud of our club and everyone's efforts. Take a bow!

Roger Johnson

The Saint Jude Gala was a very nice affair and a number of Nord Stern members participated. We were proud to be there representing the club for this very worthwhile organization.

Thanks to all the people that organized the whole event.

Jim Southwell

Photo above Nord Stern attendees at the St. Jude Gala, Andy Barker photographer (process of elimination!)

Club Talk Chatter Last Fling Kudos

To all the organizers, the instructors, the workers, just everyone.

Thanks for your part in making my first track experience one I will never forget! You are all so very appreciated!

To all those of you who got stuck behind me as I worked my way around, apologies, and I hope I didn't make any of you wait too long to get a pass contract!

Best, Ron Burns

Just for Fun . . .

We celebrated 50 years of Nord Stern events at BIR back in 2020 and I put together a slide show for the Winter Party. I dug it out this morning and put it up on YouTube for your review.

Great to preview before you head to BIR this weekend. (Or, to remind yourself of why you enjoy driving your P-car what with winter just around the corner!)

<https://youtu.be/PBjhSDAyhvs>

Roger Johnson

1988 TO 1993 - TRANSITION YEARS



Le Mans 1988. 17: Porsche 962 C LH with Hans-Joachim Stuck, Klaus Ludwig and Derek Bell, 2. Pl. Ges.kl.

962 C: Focus on single-seater racing – strong customer performances with the proven “wing” car

The development and racing of an engine and single-seater race car for the American CART Series begins in 1987 and ties up substantial resources again in 1988. But still, a factory contingent is determined to once again launch an assault at Le Mans with the seven-year-old 962 C vehicle concept against the ultra-modern competition the calibre of the Jaguar XJR 9 LM. Three works-run 962 C are sent to Le Mans. Hans-Joachim Stuck clinches pole position and turns the fastest lap in the race. Stuck shares driving duties with Derek Bell and Klaus Ludwig. The Porsche is leading the race when Klaus Ludwig attempts to squeeze in two more laps - with the reserve fuel light on. With the help of the starter motor, he makes it to the pits but loses two laps. Later on, the car is held up by a clogged fuel filter. After 24 hours, a Jaguar wins two minutes and 37 seconds ahead of second-placed Stuck, Bell and Ludwig in Joest Racing's 962 C. Eight Porsche 962 C finish in the top ten. But victory number 13 has to wait.

In 1989, there is no factory entry at the start, but Porsche is strongly represented by its customer teams fielding 17 of the 962 C. Engineers and mechanics of the works team provide the customer squads with support in their bid against sports car from many other notable manufacturers. Hans-Joachim Stuck and Bob Wollek manage to slip into the lead after several hours with a 962 C of Joest Racing, when the

extremely swift Jaguar runs into problems. The Bavarian and the Alsatian are leading by two laps when a water pipe breaks during the night. Their campaign to reel in the now-leading Mercedes is hampered in the early morning hours of Sunday by oil on the clutch. At the flag, Stuck and Wollek pocket third place behind two Mercedes Benz.

While the factory continues to focus on the American CART Series in 1990, Porsche customers bring a strong contingent to Le Mans with 20 of the 962 C. Jaguar fields four works-entries. Nissan, Toyota and Mazda are also well represented bringing works-delegations to the Sarthe department. Right up to the last hour of racing, a Porsche campaigned by Walter Brun's team, with Oscar Larrauri, Jesus Pareja and the team owner at the wheel, are on track for a podium finish, at times even taking the lead against the works cars, when engine failure sidelines their 962 C after 23 hours and 46 minutes. The 962 C fielded by the Japanese Alpha Racing team with Tiff Needell, David Sears and Anthony Reid, nets third overall ahead of Stuck, Bell and Frank Jelinski in the Joest Racing Porsche.

At Porsche Motorsport, all efforts are focussed on the new Formula 1 project. The customer teams with their 962 C sports cars face a severe handicap: according to the new rules of the World Championship, which also apply at Le Mans, these turbo race cars must now weigh at least 1,000 kilograms. Accordingly, the chance of a top placing is slim. Hans-Joachim Stuck, Derek Bell and Frank Jelinski bring their Joest Racing Porsche over the finish line as the best Porsche team in seventh place. The winner of the marathon

Continued on page 31



Porsche Typ 962 C in Le Mans 1989, Fahrer: Bob Wollek, and Hans-Joachim Stuck, 3. Platz im Gesamtklassement



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The splitter at Summit Point's recent Club Race masquerading as a construction barrel! Photo courtesy Bruce Boeder who was on hand as the National Steward at this past weekend's event. Effective 'costume' or 'just testing out my Halloween costume for this year.'



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on Turbot Twist Rims.



Two (2) Rear 295/30 ZR18 – 56Yo222. Have 110 Laps on them Rotated L to R then R to L after every 48 laps. Balanced Tread depth at .10 -.12 mm 7/64. Mounted on Turbot Twist Rims.

Hoosier Track Slicks

Two (2) - 295/30 ZR18 - Have 40 BIR Laps on them. Tread depth .12 - .14mm 9/64.

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Transition . . .

continued from page 26

is a Mazda with a rotary engine – and the gearbox of a 962 C.

Again in 1992 the regulations are changed. The organiser reduces the allowable amount of fuel for Group C race cars by almost 20%. Without the development work of the factory, the customer teams now have only a very slight chance of finishing up the front. The 962 C K6 run by Porsche Kremer with John Nielsen, Giovanni Lavaggi and Manuel Reuter is flagged off as the best Porsche in seventh.

1993 marks the last time the “Group C” race cars compete here with the formula that yielded the 962 C its greatest successes and made it the record-winner in Le Mans. With the 962 C featuring a concept that is now over a decade old, customer squads now compete against brand-new World Sports Cars. In seventh, the Obermaier Racing Porsche is the best-placed “classic” this year. The works-run “Le Mans Porsche Team” has prepared a near-standard 911 Turbo S Le Mans GT, with which Hurley Haywood, Hans-Joachim Stuck and Walter Röhrl are fastest in their class until an accident during the night brings their sensational charge to a halt.

Legendary Porsche Race Cars - Model Highlights from 1951-1998

https://presse.porsche.de/presskits_until_2015/products/2013/lemans/html/en_15187_0.html



Year	1958
Motor/Engine	4 Zyl./Cyl. Boxer/Flat
Displacement	1.587 ccm
Power	148 PS/hp (109 kW) @ 8000/min
Weight	530 kg
Vmax	260 km/h/kph

In 1958 Porsche again fields the 718 RSK, after the first outing a year ago ended with an accident. The successor to the 550 A Spyder is improved in many respects. A space frame of seamless steel tubing provides high rigidity at a very low weight; the suspension and the drum brakes have

undergone optimisation. The aerodynamics have been refined – for Le Mans the co-driver’s side is covered with an aluminium sheet. Car #29 is powered by a Fuhrmann engine that was enlarged to 1,587 cc, the other three RSK feature the 1,498 cc unit planted in front of the rear axle. Jean Behra and Hans Herrmann clinch a sensational third place overall – the first overall podium result for Porsche KG right in time for the 10th anniversary of the young sports car manufacturer. Edgar Barth and Paul Frère win the 1.5-litre class with their #31 RSK and finish fourth overall. In 1959 the works RSK will tackle Le Mans with new “sprint” camshafts – and not see the flag. A year later the new 718 RS60 Spyder will come the Sarthe after outright wins at Sebring and the Targa Florio with new aerodynamics and a rear axle with coil springs. One of the cars will go on to score second place in its class. In 1961 a 718 RS61 will win the two-litre class with 185hp, and a 160hp “Le Mans Coupé” will conquer the 1.6-litre class. The wheelbase of the RS61 has grown by 100 millimetres compared to its predecessor, with the rear axle now featuring double wishbones. In 1962 the ACO do not grant permission for the 718 W-RS to compete with its new eight cylinder unit. But in 1963 it will clearly dominate the two-litre class. For Le Mans its engine puts out 210hp and accelerates the car to 280 kmh.



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A Few Fun Porsche Photos . . . Out and About

photos by Mollie Nygaard, Advertising Manager (and photographer!)



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Having received a voicemail recently from an individual named Carter, indicating it had been recommended that he call me made me go Hmm, that's interesting. And of course I called back and had a fun conversation with him. Turns out he had been demonstrating a cleaning technique at the recent Eagan Car Club Social and Open House where many attending were quite captivated with the process and the amazing results. And several Nord Stern members immediately told him he had to chat with the newsletter editor (aka 'me') and become one of the newsletter advertisers.

Needless to say, I'd say Carter's business and the membership of Nord Stern would be quite a good fit. So we 'talked business' and I'd like to welcome Carter to these pages! In that spirit, I asked Carter to send me a few sentences describing what he does - the passion he has for automobiles is evident! Welcome, Carter.

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